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THIS IS UNEVALUATED INFORMATION

1. An airfield was located on a plateau 8 km east of Chelyabinsk (55°09'N/61°25'E), Chelyabinsk Oblast, and 4 km north of the village of Zoksgorod. Zoksgorod was located on another plateau which was separated from the airfield by a valley with a brook. From Zoksgorod only some barracks installations at the field could be seen. Some of them had been built in 1947 and 1948.
2. There was intensive flying during the entire period of observation, particularly since the middle of 1948. Single-engine and twin-engine planes made local flights. Between the fall of 1947 and April 1949, group parachuting was continually practiced from twin-engine transports.
3. The village of Zoksgorod, which consisted of apartment houses, was constructed in 1944, mostly by PWs.
4. Aircraft observed flying over the power plant, the PW camp and the airfield 5 km from the power plant, included: biplanes towing gliders; twin-engine aircraft with double rudder assembly which mostly made individual flights and occasionally flew in flights of three; and biplanes and twin-engine aircraft from which parachute jumps were made, over or near the airfield. Four men would jump from the twin-engine aircraft.

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5. The airfield was about 4 or 5 km from Zavod No 23. The northwestern edge of the field was about 2 km southeast of the railroad line leading from Chelyabinsk to Miya (55°17'N/61°53'E), and about 3 or 4 km southeast of the Miya River.
6. Aircraft seen flying over the airfield included: Biplanes towing small one-seater or two-seater gliders; twin-engine low-wing monoplanes with radial engines, swept back leading edges of wings straight trailing edges, single rudder assembly, and landing gear retracting rearward. About 18 to 20 planes took off in rapid succession. The planes made several local flights, climbing to an altitude of about 1,500 meters and assembling in flights and squadrons. When approaching the airfield the aircraft formed a single line and descended to about 700 to 800 meters or less. About 10 to 12 parachutists, one after the other, jumped from each plane over the western section of the field. The white parachutes opened at once. If the weather was favorable parachuting was often practiced for days in succession, and often several times per day.
7. The airfield was about 8 to 9 km east of Chelyabinsk. The highway to Chelyabinsk which crossed a river 30 meters wide ran 5 km southwest of the field. A new laborers' settlement was on the other side of the river valley opposite the field. Four large hangars were seen in the southeastern corner of the field.
8. In 1949 only twin-engine aircraft with single rudder assembly and swept-back leading edges of the wings were seen flying over the field. Each twin-engine plane towed one to three sleeve targets as light AA guns fired tracer ammunition. No more than three or four aircraft were in the air at the same time. Parachuting was practiced from twin-engine planes, mostly in the afternoon. The jumps were usually made individually, occasionally in groups of up to 10 men. All of the parachutists were equipped with a single white parachute.
9. The airfield was located about 8 to 10 km east of Chelyabinsk on a plateau sloping toward the town. The field was bordered by a woods on the east, but it was open toward the west and toward the town. Three hangars in the western section of the field were seen from a distance.
10. There was intensive flying, mostly with twin-engine aircraft with double rudder assembly which was conspicuously angular, radial engines and a clumsy appearance. The planes usually flew individually, sometimes in formations of up to five. Individual biplanes were also seen. Only a few flights were made at night. No fighters or jet fighters were seen.

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